



National Transportation Safety Board Aviation Accident Data Summary

Location:	MONROEVILLE, AL	Accident Number:	ATL89LA002
Date & Time:	10/01/1988, 1355 CDT	Registration:	N100J
Aircraft:	PIPER PA-24-250	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACCORDING TO THE PLT, HE HAD REQUESTED THE ACFT BE FULLY SVCD WITH FUEL BEFORE TAKEOFF; HOWEVER, HE DID NOT VISUALLY CHECK THE FUEL. HE RPRTD THAT AFTER TAKEOFF, HE HAD FLOWN ABOUT 50 MIN WHEN HE NOTED THE RGT TANK, WHICH HE WAS USING, INDCD EMPTY. HE SAID HE NORMALLY FLEW FOR AN HOUR BEFORE SWITCHING TO ANOTHER TANK. BELIEVING HE HAD USED ONLY 9 GAL FROM THE 30 GAL TANK, HE ELECTED TO DELAY SWITCHING TO THE OTHER TANK. SHORTLY THEREAFTER, THE ENG LOST POWER. THE PLT MOVED THE FUEL SELECTOR TO THE OTHER TANK, BUT WAS UNABLE TO RESTORE SUFFICIENT POWER TO SUSTAIN FLT. SUBSEQUENTLY, DRG AN EMERG LANDING, THE ACFT COLLIDED WITH TREES & A FENCE, THEN CAME TO REST UPSIDE DOWN. THE RGT TANK WAS FOUND TO BE EMPTY; ONLY 7 GAL OF FUEL WAS DRAINED FROM THE LEFT TANK.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - STARVATION
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

4. (F) OBJECT - TREE(S)
5. (F) OBJECT - FENCE

Occurrence #4: NOSE OVER
Phase of Operation: LANDING

Pilot Information

Certificate:	Private	Age:	70
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N100J
Model/Series:	PA-24-250 PA-24-250	Engines:	1 Reciprocating
Operator:	IVY V. AUSBURN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-540-A1D5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	24° C	Visibility	5 Miles
Precipitation and Obscuration:			
Departure Point:	MERIDIAN, MS (MEI)	Destination:	QUINCY, FL (2J9)

Airport Information

Airport:	MONROE COUNTY (MVC)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): WALTER G STINER

Adopted Date: 11/28/1989

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.